

7 FAM 700 SHIPPING AND SEAMEN

7 FAM 700 (This is under the OLD numbering scheme.)

7 FAM 701 INTRODUCTION

(TL:CON-4; 12-30-83)

Consuls have dealt with matters of trade from the Middle Ages. Early sea codes have been termed the "common law of the sea" and, through their emphasis on the rights of seamen, have created for them a favored position under the law.

The United States assumed its responsibilities with regard to seamen abroad before the creation of the U.S. Consular Service. Consular involvement with maritime affairs was intricately tied to the development of our national defense policy and to the early history of the Department of State. The Act of April 14, 1792, was the first enactment relating to the powers and duties of consular officers which contained a number of general provisions and formed the basis of the consular system. Consuls were given the authority to receive protests and declarations, give copies under the consular seal, settle the affairs of U.S. citizens who died within the limits of the consular district, secure property saved from wrecks, provide for the deposit of ships' papers, and give relief to destitute seamen. Legislation governing shipping and seamen matters is contained principally in Title 46, Shipping, of the U.S. Code. Periodic efforts since 1947 to revise and update these statutes have been unsuccessful due largely to lack of agreement among interested parties. Therefore, the Department must continue to interpret and comply with statutes which have been on the books for many years-some dating to 1803-and consular officers must continue to provide certain services to merchant seamen. However, with this revision of the Foreign Affairs Manual, shipping and seamen instructions have been reorganized, updated, and simplified to the extent possible within the confines of existing legislation.

In general, a merchant seaman, including a seaman engaged in the offshore oil industry, is entitled to the same protection and assistance as any other U.S. citizen. Moreover, status as an American seaman does entitle a mariner, whether a U.S. citizen or a foreign national, to certain additional considerations.

During consultations with maritime interests regarding this revision, the primary concern expressed by union representatives was that merchant seamen might not be treated fairly in the process. Although funds for shipping commissioners at domestic ports have been eliminated, and despite reported influence of strong labor unions, it is considered that the consular officer is still the merchant seaman's ultimate protector overseas.

The Department is aware that consular officers have viewed the sign on and sign off function as burdensome and obsolete. Maritime industry representatives agree that delays in the process can be time-consuming and expensive. While there remains a statutory responsibility to assist in the process, the U.S. Coast Guard has agreed that consular officers need not provide shipping and seamen services outside the immediate geographic area of the post. The master of an American flag vessel is empowered to make crew changes and to take other actions that are required by U.S. maritime laws and regulations or are necessary to provide for the effective and safe operation of the vessel.

The U.S. Coast Guard has agreed that when a master makes a crew change at a port where a consular officer is not available, the master may report the action at the next port where there is a consulate, or may report directly to the U.S. Coast Guard upon return to the United States.

This FAM chapter is arranged according to the services rendered to seamen (sign on, sign off, relief and repatriation, protests), for ships (deposit of ships' papers, notes of protest, documentary services), and miscellaneous services (voting, mail, and removal of master).

The amount of time consular officers must devote to shipping and seamen work is governed by the location of the post and the available resources. Requests for non-routine assistance during non-business hours should be handled with the same consideration as other consular functions. Officers should be aware that declining to render shipping and seamen services causes unnecessary and expensive disruption in the operation of a vessel.

The most frequent problems requiring consular officer intervention after business hours are disputes, offenses, or repatriation cases. The consular officer's role is that of a neutral third party who is called upon to investigate and to assist the disputing parties in resolving the problem expeditiously and equitably.

Maritime union representatives have questioned the Department's requirements regarding consular certification of log entries. Because the possibility exists that a consular report of an incident or a log entry certified by a consular officer may be used in court action, an administrative proceeding, or in a disciplinary action against a seaman, officers are cautioned against certifying log entries concerning events or incidents about which they have no personal knowledge.

Guidance is included in this chapter regarding the relief and repatriation of seamen. Consular officers must comply with the designated statutes on this subject. However, if suggested procedures and inquiries with the agents or operators prove unsuccessful, seamen are to be repatriated to the United States by Department regulations. When problems arise which may not be covered in the Department's regulations and procedures, the consular officer should, if considered necessary, contact the Department, Office of Citizens Consular Services, (CA/OCS/CCS).

7 FAM 702 DEFINITIONS

For purposes of the role of the Department of State in dealing with shipping and seamen problems, the following terms and definitions apply:

a. "Alien seaman" means a non-U.S. citizen who has not qualified for the status of an American seaman.

b. "American public vessel" means any vessel, except a warship operated by a U.S. Government Agency and engaged exclusively on official business of a non-commercial nature. An example is a ship operated by the U.S. Navy's Military Sealift Command.

c. "American seaman" means a seaman of any nationality who has served on a vessel of the United States and who thereby is entitled to certain privileges, protection, and assistance under U.S. law.

d. "American undocumented vessel" means any American vessel, except a public vessel, not documented under U.S. laws. Examples include privately-owned river or interisland craft operating in foreign waters.

e. "American vessel" means any U.S.-owned vessel not registered under the laws of a foreign government. American vessels are classified as American public vessels, vessels of the United States, and American undocumented vessels.

f. "Certificate of American Ownership" means a document that identifies its owner and certifies that the owner is a U.S. citizen and qualifies the vessel to fly the U.S. flag. It serves as prima facie evidence that the vessel was transferred to U.S. ownership and that there was a good faith and proper transfer.

g. "Classification society" means a quasi-governmental organization that establishes safe minimum standards for the strength of the hull and reliability of the machinery of a vessel. Examples include the American Bureau of Shipping for the United States, Lloyds Registry for the United Kingdom, and Bureau Veritas for France.

h. "Crew of a vessel" means every person employed in any capacity on a vessel in furtherance of a contract or arrangement with the owner or master except laborers or other persons hired locally for work aboard ship while the vessel is in port.

i. "Foreign vessel" means any foreign-owned vessel, or any vessel regardless of ownership, which is documented under the laws of a foreign country.

j. "Master" means any person having command of a vessel.

k. "Passenger vessel" means a vessel authorized to carry more than 12 persons in addition to the master, crew, or other persons employed or engaged on board a vessel in any capacity connected with the business of the vessel.

l. "Seaman" means any person employed as a member of the crew of a vessel.

m. "Shipping agreement" means a written contract of employment entered into by a master of a vessel of the United States and a seaman employed on the vessel. Employment terms may be by law or arrived at as a product of negotiation.

n. "Vessel" means any description of water craft or other contrivance used or capable of being used as a means of water transportation except seaplanes or other aircraft.

o. "Vessel of the United States" means a vessel documented under the laws of the United States.

7 FAM 703 AUTHORITY

a. How Established

Rules and procedures governing the protection of shipping and seamen by consular officers are established by statute, maritime practice, decisions of the Comptroller General, and administrative policy.

b. Sources

Reference sources for rules and procedures governing consular officers in the performance of shipping and seamen activities are as follows:

(1) Title 22, United States Code, Chapters 4194, 4205-4207, 4193, and Title 46, U.S. Code, contains the Federal statutes on shipping and seamen.

(2) Title 19 (Customs Duties, chapter 4.0), Title 22 (Foreign Relations, chapters 81.1-81.3), and Title 46 (Shipping), of the Code of Federal Regulations (CFR), contain the regulations of the government agencies most concerned with shipping and seamen.

(3) Circular airgrams and telegrams containing information or instructions of limited application or transitory interest regarding shipping and seamen.

c. Method of Citations The following citation rules apply:

(1) The United States Code and the current supplement are cited by title number, volume designation, and section number, for example, "46 U.S.C. 570" or "46 U.S.C. Supp. 570."

(2) The Code of Federal Regulations should be cited by title number, volume designation, and section number, for example, "19 CFR, 3.6."

(3) Sections of the Foreign Affairs Manual, Volume 7, on shipping and seamen should be cited by volume number, manual designation, and section number, for example, "7 FAM 714.6"; and

(4) Circular airgrams and telegrams are to be cited by number, date, and subject.

7 FAM 704 THROUGH 709 UNASSIGNED

7 FAM 710 SEAMEN

(TL:CON-4; 12-30-83)

7 FAM 711 STATUS OF SEAMEN

a. The master and crew of a vessel of the United States are subject to the jurisdiction of the United States during the period of their employment aboard ship. They are entitled to the protection of U.S. law in matters relating to their employment.

b. A U.S. citizen acquires the status of an American seaman by shipping on a vessel of the United States. After 3 or more years of reasonably continuous service on U.S. merchant vessels, seamen may retain the status as an American seaman even if not engaged in that capacity for a period of up to 1 year.

c. An alien acquires status as an American seaman only by shipping on a vessel of the United States in a U.S. port. After acquiring this status, the seaman may reship on any vessel of the United States in a foreign port or a U.S. port without losing this status. An alien forfeits this status in case of desertion from a vessel of the United States (except as a result of cruel or unusual treatment), shipment on a foreign vessel, or definite abandonment of the calling as a seaman. Once forfeited, the status of American seaman can be regained only by following the procedure for acquiring the status originally.

d. Status as an American seaman entitles the seaman to certain protection and assistance under U.S. law. Whether that seaman has the status of American seaman depends on whether that seaman has served on vessels of the United States. This status is not governed solely by possession of a U.S. Merchant Mariner's Document.

e. Possession of status of American seaman gives such persons a greater claim on the consular officer's time and attention in such matters as disputes than is the case with other occupations.

f. Status as an American seaman had particular importance in the past. U.S. citizen seamen with this status who became destitute were eligible for relief and repatriation at U.S. Government expense as seamen, that is, apart from their rights as U.S. citizens. However, there is no longer a separate Department appropriation item for the relief and repatriation of seamen (see section 7 FAM 713 .)

g. The master and crew of an American public vessel are usually either military or U.S. Civil Service personnel. They are not American seamen as defined above, except in individual cases where this status has been acquired previously and is still maintained. However, the master and crew of a vessel owned by a private concern or chartered by such concern to a U.S. Government agency, who sign shipping articles, are American seamen. Their service on such vessels affords them the same rights and privileges as service on vessels of the United States.

h. U.S. citizens employed on foreign vessels are subject to the jurisdiction of the country under whose registry the vessel operates. They have no claim to the special protection that U.S. law affords seamen employed on vessels of the United States.

7 FAM 712 CONDITIONS OF EMPLOYMENT

7 FAM 712.1 Citizenship and License Requirements

a. Officers of an American vessel must be U.S. citizens, either native born or naturalized, and must be licensed by the U.S. Coast Guard (46 U.S.C. 221-224). An alien may be employed in any officer capacity below that of master if for any reason the vessel is deprived of one or more of its regular complement while on a foreign voyage.

b. Seventy-five percent or more of unlicensed personnel of a U.S. vessel must be U.S. citizens when the vessel sails from a U.S. port. Aliens may be employed as replacement personnel if the vessel is deprived of one or more of its regular complement while on a foreign voyage.

7 FAM 712.2 Employment Qualifications

Qualifications for various ratings are determined by the U.S. Coast Guard in issuing mariner's documents. A seaman's qualification for employment is evidenced by the document that is carried.

7 FAM 712.3 Manning Requirements

The U.S. Coast Guard determines the manning requirements for the various types of vessels. These requirements are set forth in the Certificate of Inspection located on board vessels subject to certification requirements. Although subject to various manning statutes in many instances, uninspected vessels carry no documentary evidence of the particular manning scale prescribed by these statutes (see 46 U.S.C. 224a). Questions concerning the manning of such vessels should be directed to the Commandant (G-MVP-5), U.S. Coast Guard, Washington, D.C. 20593.

7 FAM 712.4 Employment Contracts

a. Shipping Agreements

Shipping agreements are entered into with seamen employed on vessels under statutory requirements or as a matter of negotiation.

b. Agreements of Vessels in Foreign Trade

Except as noted in sections (c), (d), and (e) below, all masters of all vessels of the United States engaging in foreign trade or touching at foreign ports are required to ship all seamen engaged on such vessels, either in a U.S. or a foreign port, under a shipping agreement termed "Shipping Articles", in a form specified by law (46 U.S.C. 564 et seq).

c. Agreements of Certain Fishing Vessels

Masters of vessels engaged in bank or other cod, or mackerel, fisheries are required to make written agreements with the crew (46 U.S.C. 531). The masters of fishing vessels other than those mentioned above, where the seamen are by custom or agreement entitled to participate in the profits or result of a cruise or voyage, are not required to make written agreements with the crew (46 U.S.C. 566).

d. Agreements of Vessels in Nearby Foreign Trade

Masters of vessels of the United States engaged in trade between the United States and Canada, Bermuda, the West Indies, or Mexico may ship seamen in the United States under a modified form of shipping articles in which certain provisions are omitted (46 U.S.C. 563 and 564). When a consular officer is available in a foreign port, the engagement procedures must take place in the presence of the consular officer.

e. Yacht Agreements

Yachts are not required to have shipping articles.

f. Form of Agreement

Shipping articles are prepared on U.S. Coast Guard Form CG-705A, Shipping Articles.

g. Forecastle Card

The master is required to post a legible copy of the agreement contained in the shipping articles in a location accessible to the crew (46 U.S.C. 577). This is done by means of a forecastle card (Form CG-704), which is an exact copy of the first page of the shipping articles.

h. Crew List

Certified crew lists are compilations prepared on U.S. Customs Service Form I-418 and certified by collectors of customs. These lists show the names and certain data concerning crew members. They are required of vessels of the United States bound on a foreign voyage or engaged in whale fishery.

i. Slop Chest

Every vessel of the United States engaged in foreign trade except those plying between the United States and Canada, Bermuda, the West Indies, Mexico, or Central America, is required to have a slop chest when leaving the United States. This must contain a complement of clothing for the intended voyage for each seaman employed and a full supply of tobacco and blankets (46 U.S.C. 670).

7 FAM 713 RELIEF AND REPATRIATION

7 FAM 713.1 Responsibility

U.S. owners or operators of U.S. merchant ships are responsible for the relief and repatriation of all seamen separated from their vessels at foreign ports for any reason except desertion.

7 FAM 713.2 Ill or Injured Seamen

Although the law (46 U.S.C. 683) states that consular officers shall provide relief for seamen incapacitated by injury or illness, the Comptroller General has determined that the final responsibility for ill or injured seamen, regardless of their disability, belongs to the operators of the vessel (29 Op.Att.Gen 54). Consular officers should not discharge seamen until the responsibility for their care and repatriation has been assured by the master or the agent of the vessel on behalf of the operators.

7 FAM 713.3 Destitute American Seamen

By statute, a consular officer must determine whether an American seaman is destitute and, if necessary, assist in accordance with 46 U.S.C. 678.

a. The officer must question the seaman about the following:

- (1) The circumstances under which the condition of being left destitute occurred;
- (2) The name of the vessel on which the seaman last shipped;
- (3) The name of the master; and
- (4) The time, place, and cause of the discharge or separation from the vessel.

b. A seaman is not destitute when there are any arrears of wages or extra wages due, is earning a living, is shipwrecked, ill or injured, is properly discharged before a consular officer, or when the vessel has been abandoned by its owners with no funds available for wages or maintenance, pending judicial sale.

c. An American seaman who deserts ship and becomes destitute is not entitled to assistance under the shipping laws but shall be assisted in the same manner as any other destitute U.S. citizen. A seaman who fails to join the ship without the intent to desert is termed a "straggler" and the responsibility for maintenance and repatriation is with the shipowner (see section 7 FAM 724 for discussion of "deserter").

d. When the shipowners or their agents will not render assistance, the consular officer assists a destitute American seaman in the same manner as any other destitute American citizen eligible for repatriation. Consular officers should first attempt to place destitute American seamen on board a U.S. vessel if there is a position available. A master is not obliged to take aboard a seaman who has a contagious disease; who is accused of a crime and is being returned to the United States for trial (70 Op.Att.Gen. 722); who is ill and is likely to die during the voyage; or who is insane (see section 7 FAM 352 on mental illness), unless the seaman is harmless or in custody).

7 FAM 713.4 Destitute American Seamen of Alien Nationality

“American seamen” includes seamen who are not U.S. citizens. A seaman holding a U.S. Merchant Mariner’s document being discharged from a vessel of the United States is the responsibility of the owner or the owner’s agent regardless of citizenship status, provided the discharge was in accordance with statutes and regulations. If the alien cannot or will not be assisted by the ship’s agent, assistance must be rendered to the extent possible and the person directed to the nearest consular office representing the alien’s country. If the alien is returning to the United States, the consular officer renders assistance by issuing a certified statement showing that the person is a returning American seaman for use by the immigration authorities upon arrival at a U.S. port.

7 FAM 713.5 Relief and Repatriation of Navy and U.S. Coast Guard Personnel

a. A considerable number of Military Sealift Command (MSC) ships are operated for the Navy by private shipping companies with merchant seamen signed on standard shipping articles. These seamen are considered regular American merchant seamen and are given protection and assistance in the same manner as other seamen with the status of American seamen. The operators are expected to assume the same responsibilities as other private operators.

b. Vessels operated by the U.S. Navy itself are manned by U.S. Civil Service seamen who do not come under the jurisdiction of overseas posts. However, it has been agreed that in areas where there are no MSC disbursing officers, relief may be extended to stranded Civil Service seamen for the account of the Navy Department. Such seamen who become destitute are to be provided assistance, relief, or repatriation by consular officers in the same manner provided for American merchant seamen. The seaman’s identification card, DD Form 489, may ordinarily be accepted as evidence of employment with MSC.

c. If verification is required, or if a problem arises, the consular officer should communicate directly with the MSC Employing Command at the address on the seaman’s ID card. Expenditures are then charged to appropriation 17X4912.32 Navy Industrial Fund. Separate Accounts Current should be rendered for the Military Sealift Command, Department of the Navy, in accordance with 4 FAM 335 .

d. Personnel of U.S. naval vessels, although not entitled to relief as merchant seamen, may be assisted if distressed or in need of transportation upon written authorization from the commanding officer or from the Department of the Navy. Assistance should also be rendered to distressed or stranded U.S. Coast Guard personnel upon the written authorization from the U.S. Coast Guard in the same manner as rendered to Navy personnel.

7 FAM 714 DECEASED SEAMEN AND THEIR EFFECTS

7 FAM 714.1 Notification of Death Abroad

a. U.S. Citizen Seamen

The consular officer is normally advised of the death of a U.S. citizen seaman by either the master of a vessel or by the ship's agent. Even though the shipping company or agent may have notified the next of kin of the death, the consular officer is not relieved of the statutory responsibility of advising the family or legal representative of the death as required by 22 U.S.C. 4196 and Chapter 7 FAM 200 .

b. American Seamen of Foreign Nationality

In the case of an American seaman of foreign nationality, consular responsibility extends to communicating the facts and circumstances of death to the Department and to the next of kin, if known, or to officials of the seaman's country of nationality.

7 FAM 714.2 Disposition of Remains

a. Financial Responsibility for Burial of Seamen

According to maritime custom, the Shipowners' Liability Convention of 1936, and union contracts, the owner or operator of a vessel is normally responsible for the burial expenses of a seaman, provided that the seaman is still in the service of the vessel or is still entitled to maintenance and repatriation. The burial expenses may not be deducted from the seaman's wages.

b. Shipment of Remains

Whether the burial expenses are paid by the family or by the operators, the consular officer should follow the procedures for returning the remains of other U.S. citizens (see Chapter 7 FAM 200).

7 FAM 714.3 Report of Death of a U.S. Citizen Seaman

The Report of Death of a U.S. citizen seaman is prepared as set forth in 7 FAM 230 . While the consular officer may communicate the facts and circumstances of death to the next of kin of an American seaman of foreign nationality, a Report of Death is not prepared.

7 FAM 714.4 Effects of an American Seaman

According to statute and general maritime law, the master of a vessel takes possession of a deceased seaman's personal effects, clothes, and monies if the seaman dies during the voyage. Upon return to the United States, the master or the ship's agent forwards the effects, clothes, and monies to the responsible district court for administration. If the ship touches or remains at a foreign port before coming to the United States, the master should report the case to the nearest Foreign Service post. After determining the destination of the ship and the length of the voyage, the consular officer should, if it is considered expedient to do so, take possession of the effects, clothes, and monies. The consular officer should give the master a receipt on Form FS-85, Receipt for Effects, (see 7 FAM 714 Exhibit 714.4). The consular officer endorses and certifies on the ship's articles the particulars of the action taken. If the consular officer does not take possession of the items listed above, a statement of the seaman's account with the vessel should be obtained from the master and a copy forwarded to the Department (CA/OCS/CCS). If the ship is sold in a foreign port and the master has the effects, monies, or wages of a deceased seaman, the consular officer should take possession of them (46 U.S.C. 621, 622, 624).

a. Disposition of Effects by Consular Officer

In most instances the consular officer will take possession of a deceased seaman's effects and forward them directly to the responsible court only if the vessel is not returning to the United States, or if the voyage will be of an extended duration (see reverse of 7 FAM 714 Exhibit 714.4 , Consular Remittance of Seaman's Effects). In disposing of a seaman's effects, the consular officer should transmit funds by bank draft or check made payable to the clerk of the district court. The effects are to be forwarded under the consular seal by the safest and most expeditious means. All certificates and identification papers issued by the U.S. Government must be sent to the Department for return to the issuing agency.

b. Responsible Court

The responsible district court will be the court for the district embracing the port where the voyage terminates or the port from which the vessel sailed when the voyage began. When a vessel on the current voyage originally sailed from a foreign port and information regarding the first U.S. port of call is not known, the court for the district in which the vessel is registered is the court to which the effects and money should be delivered. The consular officer should inform the next of kin of a deceased seaman as to the location of the district court to which the wages and effects will be or have been sent and the estimated date of arrival. The next of kin should be advised to correspond directly with the court for further information. The consular officer must inform the Department and the district court when such action is taken (1 Comp.Gen. 62).

c. Defrayal of Expenses

Costs incurred in connection with transmittal to the district court of monies and effects of a deceased seaman, such as bank drafts or transportation charges, are properly chargeable to the estate of the seaman and should be deducted from available funds. Expenditures of this nature are to be kept at a minimum.

d. Seaman Dying Ashore

Whenever the consular officer hears of the death ashore of an American seaman, it is necessary to claim and take charge of the personal effects and money not on board a vessel and forward it to the appropriate district court.

7 FAM 714.5 Accounting for Effects

A statement of details is required to be made to the district court. In rendering the accounts provided for by law, consular officers are required to make a statement of details such as is required of the master of the vessel, as set forth in sections 621 and 622, Title 46 of the U.S.C. This account must include:

- (1) A statement of the amount of money and unsold effects left by the deceased;
- (2) A description of each article sold and the sum received for each; and,
- (3) The amount due the deceased for wages with dates and the items of deduction, if any, to be made. No deductions are to be allowed the master unless verified by an entry in the log book.

7 FAM 714.6 Wage Account for District Court

The master should be requested to give full particulars of the wage account of the deceased seaman and enter them in the log. The account should include the date of shipment, rate of wages, time of discharge, and any wage deductions. The master must verify the log entry before the consular officer, and a certified copy is then sent with the account to the district court together with information regarding the names and addresses of the next of kin or other interested persons.

7 FAM 714.7 Receipts From Court

Consular officers must be careful to obtain from the district court receipts in duplicate for all monies, wages, and effects transmitted to the court by the post.

7 FAM 714.8 Accounting to the Department

The consular officer should file all transactions relating to the collection and disbursement of funds in connection with the effects of deceased seamen in the accounts of the disbursing officer of the post, including a copy of the receipt from the court. The consular officer should also send to the Department (CA/OCS/CCS) a copy of the account submitted to the court. If the case is disposed of immediately, this copy of the account may be sent to the Department together with the Report of Death and a covering memorandum. If the Department requires additional copies for transmittal to interested agencies of the Government or to private persons, an appropriate number of extra copies are then provided.

7 FAM 715 THROUGH 719 UNASSIGNED

7 FAM 714 Exhibit 714.4

Sample of a Receipt by Consul for Effects of Deceased Seaman

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Sample of a Receipt by Consul for Effects of Deceased Seaman

FORM FS-85
Rev. June 1950

DEPARTMENT OF STATE
FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

RECEIPT BY CONSUL FOR EFFECTS OF DECEASED SEAMAN

Port of <u>Lisbon, Portugal</u>	Date <u>September 14, 1983</u>
Name of deceased seaman <u>Eldridge Roth</u>	Ship on which serving at time of death <u>S.S. Manning Jones</u>
Time of death <u>9 a.m. Sept. 9, 1983</u>	Port of registry <u>New York, N.Y.</u>
Place of death <u>At sea; latitude 14° N; longitude 82° 11' W</u>	United States port of destination <u>New York, N.Y.</u>
Amount paid <u>\$395.67</u>	Name of master <u>Henry Morgan</u>
Effects delivered, if any <u>One suitcase</u>	
Date of receipt <u>September 14, 1983</u>	

I certify that the above-named master has paid me the above-named sum, and has delivered to me the above-named effects, as the money, goods, and effects of the above-named deceased, which he left on board at his death, I having considered it expedient that the said money, goods, and effects should be delivered to me.

Dated this fourteenth day of September, 1983

Stanley Smith

Consul of the United States of
America.

Sample of a Consular Remittance of Seamen's Effects

FORM FS-85
Rev. June 1950

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DEPARTMENT OF STATE
FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

CONSULAR REMITTANCE OF SEAMEN'S EFFECTS

Lisbon, Portugal, Sept. 14, 1983

(Place and date)

Southern
To the District Judge of the United States for the District of New York

On the fourteenth day of September, 1983, I received from Henry Morgan, master of the United States vessel Manning Jones, goods and effects, the property of Eldridge Roth, a seaman on said vessel, deceased, and gave therefor the enclosed receipt. The deceased had also within the limits of my consular district other effects not on board said vessel, as shown in the enclosed inventory. I caused the effects to be sold at auction, and now have the honor, in compliance with the provisions of section 4541 of the Revised Statutes as amended (46 U. S. C. 624), to enclose a statement of account, together with a draft on Chase National Bank, payable at ~~XXXX~~ sight for \$110.00, the balance to my debit; and to say that I hold myself ready to render any further account which you may require.

Witness my hand and seal of office this fourteenth day of September, 1983
(Month and year)

[SEAL]

Stanley Smith

Consul
of the United States of America.

